


the Air Force Reserve, "carte blanche" authority to use aircraft. Investigation reflected Herron almost exclusively used the same jet trainer. Among other trips Herron used this plane to fly to the National Convention of the Reserve Officers Association at Denver and the Air Force Association Convention in Miami. It was impossible to compute the costs of all flights by Herron because of Air Force policy on destruction of manifests. However, from what records were available costs from June 23, 1959, through September 10, 1959, were computed at \$4,377.33. Herron claims to be a personal friend of General Curtis E. LeMay, Vice Chief of Staff of the Air Force. As soon as this Staff made inquiry concerning Herron the order giving him authority to use aircraft was canceled.

Respectfully submitted,

A handwritten signature in cursive script, reading "Thomas J. Jenkins".

Thomas J. Jenkins, Director
Surveys and Investigations
House Appropriations Committee

Mr. Tolson	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. DeLoach	_____
Mr. Malone	_____
Mr. McGuire	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Miss Gandy	_____

January 7, 1960

MEMORANDUM FOR MR. JOHN P. MOHR

This Staff has just completed a study of the use of "Mission Support" aircraft by the Air Force. These planes include those used for miscellaneous administrative and supporting activities. Many instances of questionable use of these aircraft were found, most of them involving general officers. Some examples of these instances are set forth below:

On June 26, 1959, Brigadier General John M. Breit, Director, Office of Special Investigations, was flown from Washington, D. C., to West Point, New York. On June 27, 1959, General Breit, his son, who is a West Point Cadet, and 10 other Cadets were flown back to Washington. On July 16, 1959, General Breit, while on leave, was flown with his son from Washington to their home at San Antonio, Texas. They were returned to Washington on July 20. All these flights were made in twin-engine transports. The Air Force claims the flights were made to give training to the air crews.

On July 25, 1959, Lieutenant General Manuel J. Asensio, Air Force Comptroller, accompanied by his wife, his son (an Army Captain on leave) and four aides, was flown from Washington in a 4-engine transport to Denmark, Germany, Italy, France and Spain returning to Washington on August 9, 1959. The cost of this travel, not including pay of any of the passengers, amounted to \$15,052.38. General Asensio and his four aides could have made the trip first class commercially for \$5,425.

On July 24, 1959, General Thomas S. Power, Commander, Strategic Air Command, was flown in a 4-engine heavy transport from Omaha to Kansas City and return to give a speech at an American Legion Convention. This aircraft carried a crew of 11 consisting of 1 Lieutenant Colonel, 2 Majors, 2 Captains, and 6 noncommissioned officers. This flight cost the Government \$678.36. General Power could have made the trip first class commercially for \$26.40.

On September 15, 1959, a twin-engine jet tactical bomber was flown from Washington, D. C., to Colorado Springs, Colorado. On September 16, 1959, this plane returned to Washington carrying Brigadier General Eugene B. LeBailly, Deputy Director, Office of Information. The cost to the Government of this round-trip flight was \$3,660.64. General LeBailly could have traveled first class commercially from Colorado Springs to Washington for \$99.70.

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